(b) if so, whether necessary land has been acquired;

(c) the details of the compensation made so far;

(d) whether existing airport is proposed to be closed down;

(e) if not, whether the same is proposed to be expanded/upgraded; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) 'In principle' approval has been accorded to the proposal of State Government of Goa for construction of a new greenfield airport at Mopa in Goa on Build-Own-Operator-transfer (BOOT) basis.

(b) and (c) State Government of Goa has reported that the land acquisition process is in progress.

(d) to (f) While the existing Goa airport has been tentatively selected for upgradation with other non-metro airports, decision has been taken by Government while approving the proposal for setting up of an airport at Mopa for teh closure of the existing airport for civilian operations on commissioning of the new airport.

Recommendations of Paul Committee

581. SHRI R.P. GOENKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the K. Roy Paul Committee, set up to suggest ways to tackle the worsening congestion of flights over Delhi and Mumbai airports, has submitted its report;

(b) if so, the details of the major recommendations made or the action plan suggested by the Committee; and

(c) the short/long term plans drawn up to decongest the skies at both the airports and their present status?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) The Committee has made recommendations to decongest the air traffic and enhance the air traffic capacity at Delhi and Mumbai, in particular,

and some other airports f the country. These recommendations based on short, medium and long term measures range from improving ground infrastructure facilities, technological improvements in Communication, Navigation, Surveillance (CNS) and Air Traffic Management (ATM), Airspace management, Maintenance procedures of airside, organisational structure of CNS-ATM services, separation of Helicopter and General Aviation Services particularly during peak hours, Manpower Planning, recruitment policy, training and skill development etc.

(c) The short/long term plans inter-alia include: establishment of Clearance Delivery Position to enable pilots to expedite departures; introduction of Auto Release procedures to release the departures on standard routes upto a certain height for expeditious departures; deployment of additional manpower; creating separate helipads and corridors for helicopters; construction of new high speed exit and parallel taxiways to reduce the runway occupancy time and enable operations from both the runways; restructuring of airspace; filling up of vacant posts in ATC; upgradation of Air Traffic Control Automation system and installation of Advanced Surface Movement Guidance & Control System; introduction of Air Traffic Flow Management System to enable the departures from airports other than Delhi and Mumbai.

Flights handled by Mumbai and Delhi Airports

582. SHRI R.K. ANAND: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the No. of airports in the country which are of international standard;

(b) the No. of flights per hour handled by Mumbai and Delhi airports; and

(c) what is the international standard and the reasons for it being so low, when these two face congestion?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Several airports in the country have the facilities as per international standards, of which 14 are declared as international airports.

(b) The maximum number of flights handled at Delhi and Mumbai airports are 30 per hour.